

# Triumph Mayflower Club



Worldwide Membership

WINTER ISSUE 2007-8 No. 124



# FLOWER POWER

# **THE TRIUMPH MAYFLOWER CLUB**

## **Club Officials for 2007-2008**

<b>CHAIRMAN AND SECONDHAND SPARES</b>	Peter Benfield, Amberley, Crindle Carr Lane, Thornton-le-Moor, Northallerton, N. Yorks DL7 9DZ - Tel: 01609 761260
<b>VICE CHAIRMAN</b>	Howard Pryor, 12 Park Road, High Barnet, Herts EN5 5SQ - Tel: 020-8440 8623 E-mail: <a href="mailto:howard.pryor@tiscali.co.uk">howard.pryor@tiscali.co.uk</a>
<b>GENERAL AND MEMBERSHIP SECRETARY</b>	John Oaker, 19 Broadway North, Walsall, West Midlands WS1 2QG - Tel: (01922) 633042 E-mail: <a href="mailto:johnchoaker@btinternet.com">johnchoaker@btinternet.com</a>
<b>NEW SPARES SECRETARY</b>	John Gogay, Cherry Hinton, Orchard Way, Wilmington, Kent DA2 7ER - Tel: (01322) 221493 E-mail: <a href="mailto:jgogay@aol.com">jgogay@aol.com</a>
<b>TREASURER/ EDITOR</b>	Phil Benson, 4 Dunlin Close, Redhill, Surrey RH1 5HJ - Tel: (01737) 772202 E-mail: <a href="mailto:philip@benson8369.freeserve.co.uk">philip@benson8369.freeserve.co.uk</a>
<b>RALLY SECRETARY</b>	Eddie Copson, Richmond, Birmingham Rd, Bacons End, Birmingham B37 6RB - Tel: 0121-603 8452 E-mail: <a href="mailto:ed.copson@blueyonder.co.uk">ed.copson@blueyonder.co.uk</a>
<b>REGALIA SECRETARY</b>	Fred Newman, Pippbrook, Pope House Lane, Ashford Rd, St Michaels, Tenterden, Kent TN30 6SS Tel: 01580 765951
<b>CLUB HISTORIAN</b>	Steve Coulman, 23 Park St, Messingham, N. Lincs DN17 3RU - Tel: (01724) 762061 E-mail: <a href="mailto:mayflowerhistorian@nicouls.globalnet.co.uk">mayflowerhistorian@nicouls.globalnet.co.uk</a>
<b>TECHNICAL OFFICERS</b>	Malcolm Barnsley - Tel: 01732 849140 Eddie Copson - Tel: 0121-603 8452 Norman Ward - Tel: 01773 830035
<b>CO-OPTED MEMBERS</b>	Forbes Alexander; Paul Norton; Malcolm Barnsley; Norman Ward; and Maurice Wilkes

*When writing to a committee member and you require a reply, please enclose a  
Stamped Addressed Envelope*

*Please note that all the above committee members fulfil their positions in their spare time and not  
as a full-time occupation, so when contacting them other than by letter, please ensure that  
you choose a reasonable time of day*

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*Cover: After a race at Standlake Arena in Oxford this is a sad end for any car! It seems a great shame that a number of good spare parts are just trashed including what looks like a reasonable front bumper (see page 16)*

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The information contained within Flower Power is the view of the writers and not necessarily those of the editor or the Mayflower Owners Club. Every effort is made to ensure the accuracy of the information contained, however use of such information is entirely at the members own risk and neither the club nor any individual shall in any way be liable for injury, loss or damage resulting directly from the use of such information.

## **ANNUAL GENERAL MEETING**

The Triumph Mayflower Club Annual General Meeting will be held on Sunday, March 16, 2008 at the Village Hotel in Tempus Drive, Tempus Ten, Walsall WS2 8TJ West Midlands at 2.00 pm. This is a new venue for us at one of the De Vere hotels. The location is superb being almost immediately off the M6 at Junction 10, in fact it is even closer to the M6 junction than the school that has been home to our AGM meetings for more than ten years. All members are welcome to attend and to have a say and indeed it would be great if anyone felt they could volunteer a little help to the running of the club. This is your opportunity to come along and say so. The committee, as is usual, will all offer their positions for re-election and any new nominations or offers to stand again for positions are taken on the day without too much formality. If necessary a vote is taken to satisfy our constitution. We shall this year be looking for a new Chairman as Peter Benfield is standing down.

**SUNDAY 16th MARCH 2008**

**Village Hotel, Tempus Drive  
Tempus Ten, Walsall WS2 8TJ at 2.00 pm**

# Editorial

THE RALLY PLANNING meeting held in November was the last club meeting to be held at Alumwell Junior School in Walsall. Details of the meeting are to be found elsewhere in this edition of the magazine.

The club have used the school for over 10 years as John Oaker worked there and was able to organise it as a venue for us to use at minimal charge. John has now retired and we take this opportunity to wish him every happiness and to be able to have a well earned rest and enjoy more time on his hobbies and with his family. It is also an opportunity to formally say a huge thank you to John Oaker for allowing us to use the school for so long.

We are now back into the commercial reality of paying for our meeting venues — booking hotel rooms, paying going rates for refreshments, etc. Fortunately the club's finances are sound and can cope with this increase in spending, probably even without raising subscriptions as the club hold strong reserves partly in fact due to the low cost of our meetings over the years.

As is usual in the Winter edition of the magazine, the club takes this moment to wish everyone a Happy New Year and to hope that your Christmas break was a pleasant time for you and your families.

The year 2008 is now upon us and I'm sure many of us are thinking about what it will bring.

What are we going to be doing to our cars — will that restoration finally be completed? Will our improvements be done in time and worth the money we have spent? What shows are we booking into? Shall we go to the Club's Annual Rally this Year?

I hope the answer to that last question is a resounding YES because as usual a lot of work has been done with our Roadster Club friends searching for an interesting venue.

Well this year they have come up trumps yet again. A visit to Woburn Abbey is always special — just think of the history and the photo opportunities. It is not too difficult to get to unless you live to the south of London and have the choice of going around the M25 motorway, or via very busy suburban roads with roundabouts and traffic lights everywhere or driving up, over Tower Bridge and through the centre of London — If the congestion charges

and the new emission control zone due to start in February allow it and you can afford to pay the fees on them both. It seems that the proposals for German regulations preventing classic cars going into city centres has been defeated by popular demonstrations in some of the city centres that would have introduced the new regulations.

Classic cars (those over 30 years old) will be given exemption from the new emission control ban. This shows how we must make our voices heard to ward off similar proposals that might be made here.

Our best way to do that is to use our classic cars regularly, to be a member of a club and for that club to be affiliated to the Federation of British Historic Vehicles (FBHVC) which is the main voice for classic motoring in the UK with influence in Europe via their work and association with FIVA.

The FBHVC have a very good web site, it is at [fbhvc.co.uk](http://fbhvc.co.uk) or simply type FBHVC into Google or a similar search engine and click on search to find them. Whilst on the subject of web sites it might be appropriate to ask members to have a look at the club web site and ask you to think about what you would like to see on the site.

## Low profile

It has been a low profile site, not being updated very often, giving basic information about the club, naming the officers and providing contact details, occasionally having an odd item or car for sale and having a few links to other related web sites. Partly this has been because of limited resource to update the site.

However, it is now often the first point of reference for prospective members, they then e-mail the club and are given joining details etc, then hopefully, more often than not, join the club. The website could do a lot more but requires more time and energy spending on it.

Unless members actively want the web site to be doing more and are prepared to provide suggestions and maybe more content (anyone got a full set of restoration photos taken on a digital camera for instance?) then it will probably drift along as it is for the time being.

This is possibly a topic for discussion to go on the agenda at the AGM in March. We look forward to seeing you there.

# Chairman's report

**by Peter Benfield**

THE MILD autumn weather made a welcome change and enabled September and October rallies to flourish, providing enthusiastic car owners with a belated opportunity to make up some of the lost time experienced during June and July.

Two smaller rallies in this part of the world enjoyed good attendances. The White Rose Classic Car Club Annual Rally at the restored Bolton Abbey station on October 7 was a complete sell out with every available space taken up.

Alan and Maureen Kormes together with their son Jason, brought their Renown and Mayflower, two superb models representing the "knife edge" era of design. The background of steam gave added atmosphere to this event with a most varied group of classic vehicles from the 20s to the late 60s.

Restored railways seem to attract our vehicles and a mid November gathering, organised by the NE Austin Club, starting from Leeming Bar following the revived route to Redmire in the Dales, provided for me at least, a fitting end to the season.

It is hoped that this new event will be repeated next year, bringing together owners of

so many different marques, with the added attraction of a Sunday lunch mid way through the rally.

The November Planning Meeting brought together the usual Committee members with the addition of Ron Hart.

Our Rally Secretary reminded us of our summer rally at Hatton Country Park with facts and figures from the weekend as a whole. The weather conditions were atrocious but even with only six Mayflowers present on the Sunday, the weekend as a whole was a success, providing a few pointers which may be implemented next year.

## National rally

The venue and details of the 2009 Rally were presented to members present by Eddie Copson and were well received. The work involved searching for interesting venues, with suitable hotel accommodation close by, really is a tremendous task with much time and mileage involved.

Eddie deserves our thanks for the work involved and hopefully Woburn 2008 will be a most successful weekend.



Bolton Abbey with a varied selection of classic cars in front of the railway line

## FLOWER POWER



*Another view of cars at Bolton Abbey with the renovated station in the background*

The latest edition of *Triumph World* has published the full account of Steve Coulman's epic round trip from Scunthorpe to John O'Groats/Lands End/Hatton Country Park and finally back to Scunthorpe. A real marathon feat by Steve earning the thanks and admiration from all Mayflower enthusiasts, well done Steve.

We have also received interest from *Classic Car Weekly* with an excellent article on the merits of the Triumph Mayflower. Publication in this weekly is quite an achievement and should possibly provide future interest from people wishing to enter the classic car scene. Our thanks to John Oaker and Steve Coulman for their contributions.

Some brief thoughts of the future of the Club were brought to the fore at the Planning Meeting and will be discussed at the AGM in March in greater detail.

The smaller car clubs such as ourselves will certainly not survive unless more members play a significant part in the running of the club. Reading again the Editorial of Autumn *Flower Power* thoughts expressed by Phil Benson should have produced more than one new face at the Planning Meeting.

The results of the Questionnaire earlier in the year gave little hope of future member participation, a rather sad reflection that most members only wanted the magazine and the spares facilities.



*Start of the NE Austin Club Rally at Leeming Bar with two Austin 7s leading the way*



A line up of cars at Leeming Bar including my Sunbeam Talbot

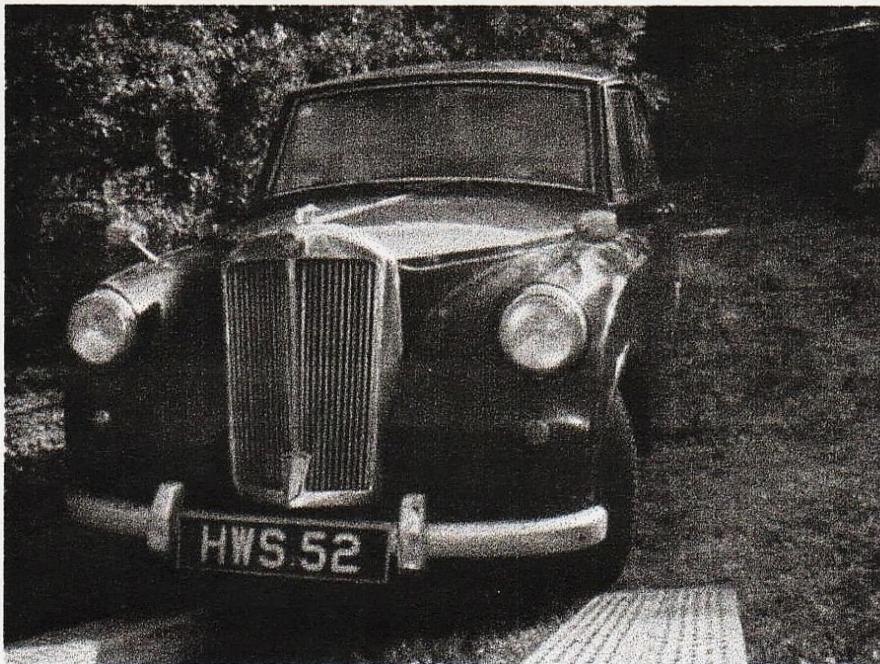
We all really must take a good look at ourselves and come up with constructive ideas at what I hope will be a better attended AGM in March.

After 11 years of occupying the office of Chairman I will not be seeking re-election at the AGM and we are fortunate that Howard Pryor has very kindly offered to bridge the gap with a

one year term of office thereby giving the club time to find a replacement.

As the schedule for printing this edition of *Flower Power* this year is fairly tight and will not arrive before Santa, I hope you all had a very enjoyable Christmas and I wish you all a happy classic motoring New Year. And please do try and send in a story about **your car**.

## GOOD HOME WANTED



Chassis number  
TT2836DL, Engine  
number 3027  
Old reg HWS 52, now  
478 UXW. Tax expired  
10/06. Mileage 82,500  
Maroon, interior seats  
good, carpets not good,  
Instruments all there,  
exterior I would call good-  
v good. The car is at our  
house M11/M25 junction  
Essex RM4 1TU  
Any Offers - needs a good  
loveable home  
**Tel: 01992 814939**

# Warning on the use of running on old tyres

**The following articles are reproduced from the July and September FBHVC Newsletters (Federation of British Historic Vehicle Clubs of which the TMC is a member club). We normally only pass on interesting snippets from the FBHVC Newsletters but in view of the serious nature of this article and our likelihood of having and probably using old tyres on our cars . . . we have decided to print these articles in full**

## Tyres — Warning! FBHVC 04/2007

Her Majesty's Coroner for Manchester wrote to FBHVC just after the last newsletter went to press and many will have seen this topic on our website. It is an important matter and we urge clubs to pass the warning on to their membership if they have not already done so.

The letter concerned an accident that took place last year in which the driver of an H registered MGB lost his life when a rear tyre burst on the M56.

The driver was a skilled mechanic and a careful and experienced driver who was not travelling particularly fast at the time. The car was described by police as being maintained in excellent condition. The surviving passenger said that just before the accident the driver had commented that a "tyre wobble" had developed and he was going to "drive through it".

The wobble went briefly but then the tyre burst, causing the car to spin, clip a kerb and flip over. Subsequent investigation showed that although hardly used the tyre was 25 years old. It was one of a set of as-new tyres and wheels bought at an autojumble the previous year for use for show purposes (at the time of the incident the car was on its way to an event at Oulton Park).

This note appeared in the Newsletter for December 2003 following a suggestion that tyre dating may become a feature of the MoT: ...the Vehicle Standards and Engineering Division at the Department for Transport [has advised us] that although most tyres already carry dates of manufacture in their side-walls, there are no plans to implement regulations to check such dates at the annual MoT test. DfT would, of course, change their mind if tyre failure due to age became a significant cause of accidents.

The British Rubber Manufacturers Association suggests that if a tyre is six years old and remains unused it should not be put into service. It also suggests that in ideal conditions tyres may have a life expectancy of 10 years.

The moral of the story is not to wait for legislation but to make sure your own tyres are in good condition, never to use undated or obviously old secondhand tyres however good the tread and never to ignore a "tyre wobble".

## TRIUMPH MAYFLOWER

to be held at  
**WOBURN ABBEY**  
Sunday 15th June 2008

**Pre Rally Meal**  
at the  
**Harben De Vere Hotel**  
**Newport Pagnell**  
on Saturday 14<sup>th</sup> June

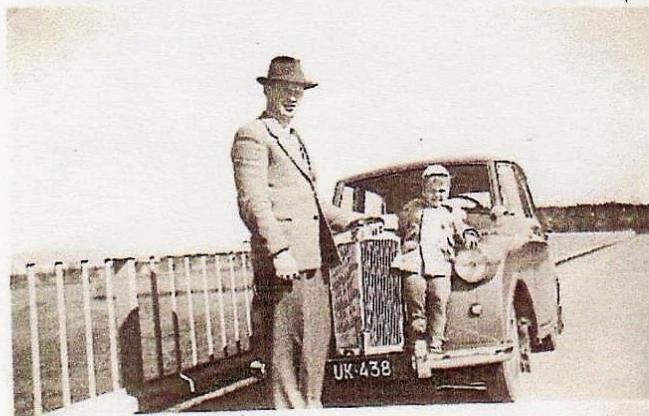
Letters**From Finland**

Hello

I found your site on the internet and would like to attach some pictures to your files. They are from Finland in the early 1950s.

One picture was taken in April 1953 where my mother, father and myself were travelling from Helsinki to Turku. My father was working at that time as a consultant so he was travelling a lot around our country, so a car was a must for him to do his job.

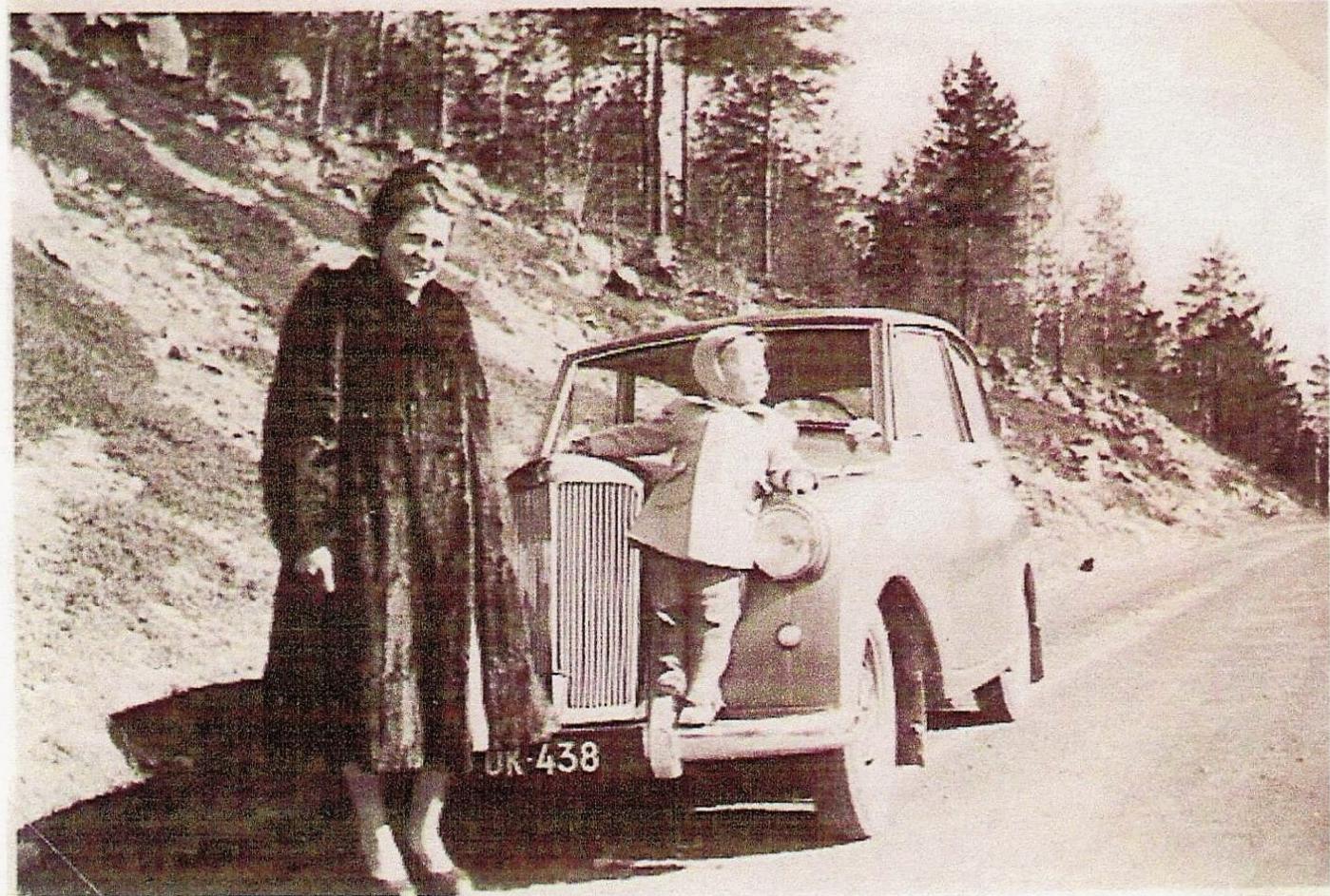
I do not have any information about this car but my mom has told me that we did have it for



some few years. She has told me that it was a very nice looking car at that time, not a very strong one and it did not work very well in the winter period through the snow and ice but she did like it however.

She said that it was something extra against all other cars. You are free to use these pictures on your site if you want to. I do also attach a picture of my own Triumph car, a Spitfire, so even that the original one, the Mayflower does not exist anymore, I am still with the brand.

*Best regards*  
Torsten Avall, Muskötvägen 8  
FI-02680 ESPOO, Finland  
phone +358405132194



*Letters  
... and E-mails*

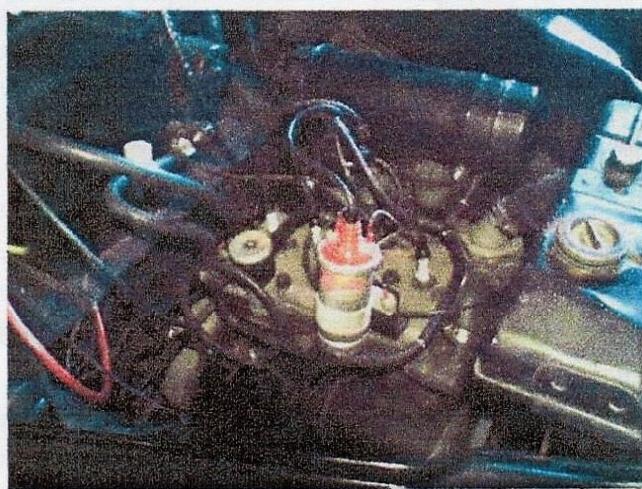
## Chicago chat

Hello John, Howard, Peter and all of the members that we met and did not meet during our visit in 1998. We haven't forgotten you, it's just that life gets in the way of staying in touch.

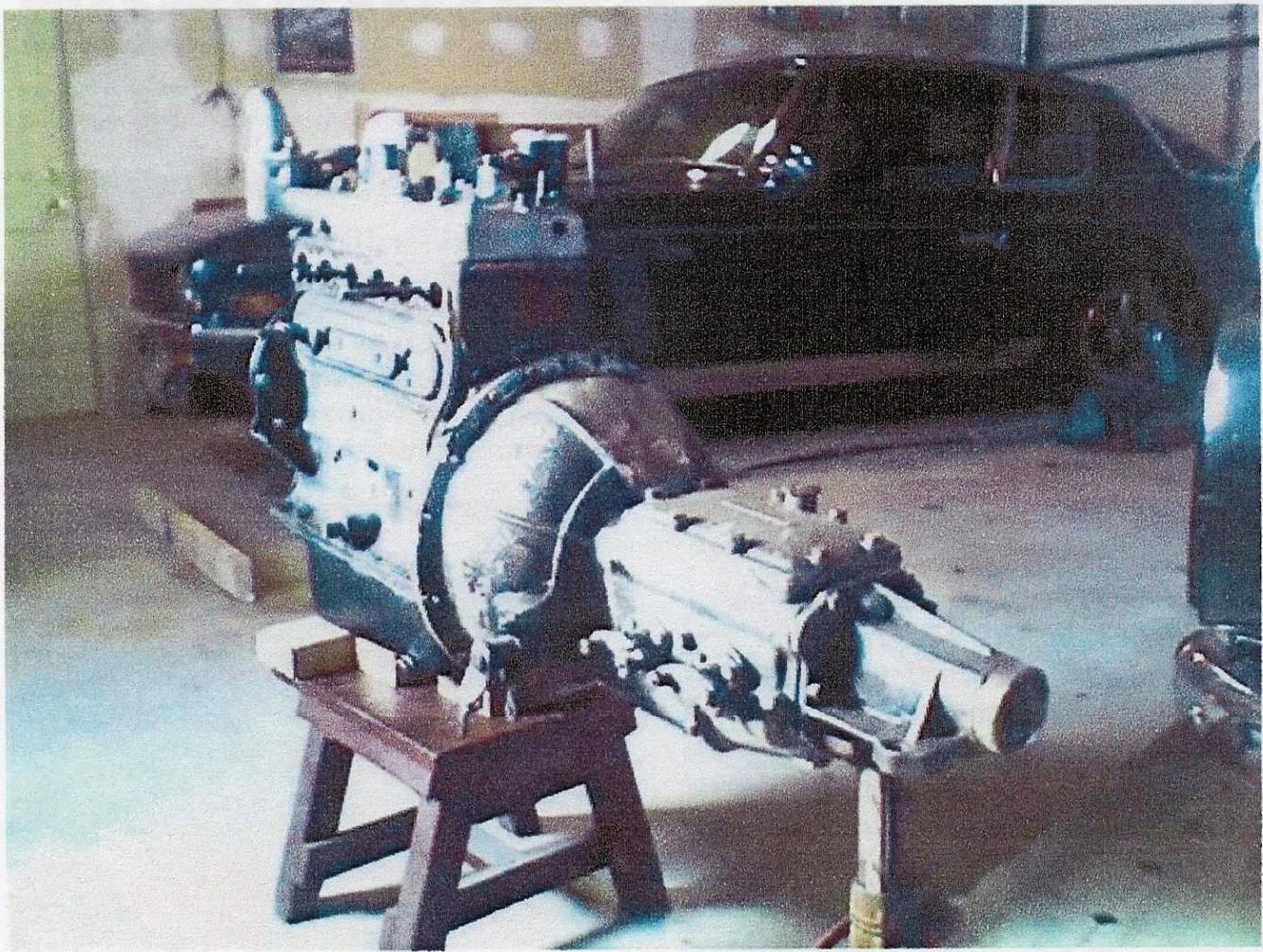
Our Mayflower has performed without problems for the last few years giving us much fun and getting attention when ever we go out. Unfortunately all good things must come to an end.

The engine block has developed a crack at the back and is leaking coolant. I have also been aware of a scored cylinder wall but had chosen to ignore it. With this leak I have decided to remove the power unit (engine and gearbox) and have the crack repaired, the cylinder sleeved and the engine completely rebuilt.

I will be sending photos and giving updates as work proceeds. I currently have the radiator



*My Mayflower waiting in the garage to have her engine removed*



*With the Jensen stuck in the corner the power unit and gearbox removed, just waiting for the arrival of parts from John Gogay*

and grille removed, the manifold and carburetor off, the generator and distributor taken out and all linkages disconnected. The next step is to remove the power unit.

### Plans

My plans for rebuild are to recondition the cylinder head, install hardened valve seats, clean the coolant passages and install new core plugs, sleeve the scored cylinder, etc. Naturally replacing pistons, rings, valves, bearings, etc as necessary.

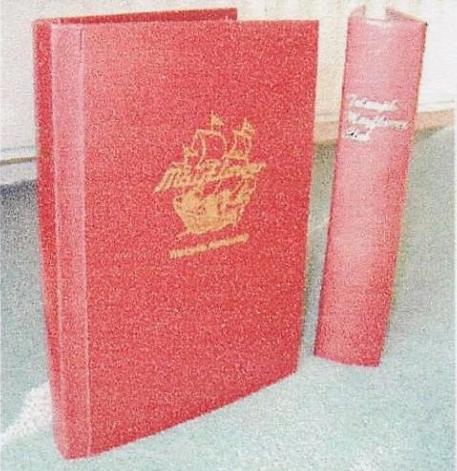
It will be interesting to see how long this project takes. I hope to be back on the road by next summer (2008).

I have found a company here in the US that says they can rebuild the carburetor. It needs it! The throttle shaft is very loose.

Watch this space in future editions of *Flower Power* for progress reports.

Sincerely,  
Barb & Glenn Grossklags (787)  
Chicago, USA

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Pope House Lane, Ashford Road  
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# Stoneleigh Restoration Show 2007

by Ed Copson

THE RESTORATION SHOW at Stoneleigh was held on Sunday October 28 this year. Howard Pryor brought along his Mayflower shell on a trailer, which created a lot of interest as can be seen from the photograph. Incidentally I do believe Howard is selling this car which he has started to restore and would be a sound base for anyone wishing to take on this project. Howards contact number is in the front of this magazine.

Our colleagues The Roadster Club had a fine display of a rebuilt Roadster chassis waiting for the body to go on alongside a completed Roadster.

Several Mayflower members visited the show and enjoyed a chat and refreshments from Joan and Doug's "snug" area. Thanks go to Joan for helping to make the day very pleasant.

Sadly this may be the last Restoration Show at Stoneleigh due to the loss of Neil Bateman who died recently. Neil will be missed by many for his enthusiasm and hard work over the years. Thanks must go to his wife Lyn for picking up the reigns and allowing this show to be yet another success.



# Rally report

**by Ed Copson, Rally Secretary**

AT THIS time of the year (Christmas etc) I don't suppose many folk are thinking too much about next years rally but it is my job to keep on reminding folk of the date and venue. So I am mostly repeating the article written for the last *Flower Power*.

If anyone wishes to get in early and to book their place for the Saturday meal at the hotel I will confirm their place and invoice them around Easter time.

## Main information

Woburn is well known for its beautiful scenery and its deer park as well as having an interesting antique centre, gift shop and other amenities close to our site.

The Saturday get together is at the Harben De Vere Hotel situated just nine miles from Woburn on the A509 just off J14 of the M1.

The hotel is a brand new one with excellent rates: £65.00 for double (B&B); and £45.00 for singles. Meals are around £25-26 depending on menu. Parking is electronically accessed and under cover.

The usual booking system applies: Meals should be booked through me. (Address in the front of this magazine); rooms should be booked directly with the hotel quoting "Early Triumph Club" to Wendi Mayer, Events Coordinator, De Vere Harben, Tickford Street, Newport Pagnell, Buckinghamshire MK16 9EY. Tel: 01908 215602.

That's all for now folks more information will be in the next *Flower Power*.

Note: I may have a different e-mail address by the time this edition of *Flower Power* is published, please check in the front of this magazine.

*Letters continued . . .*

## Topless USA model!!

Hi,

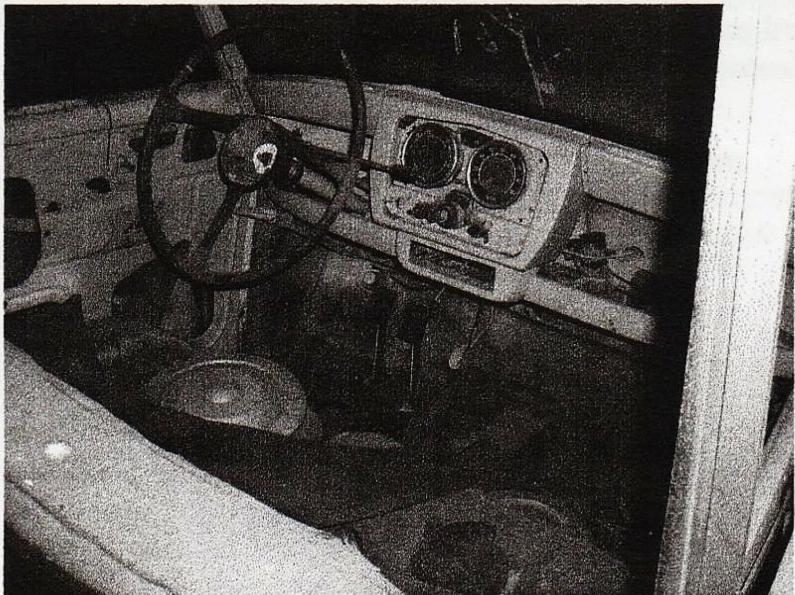
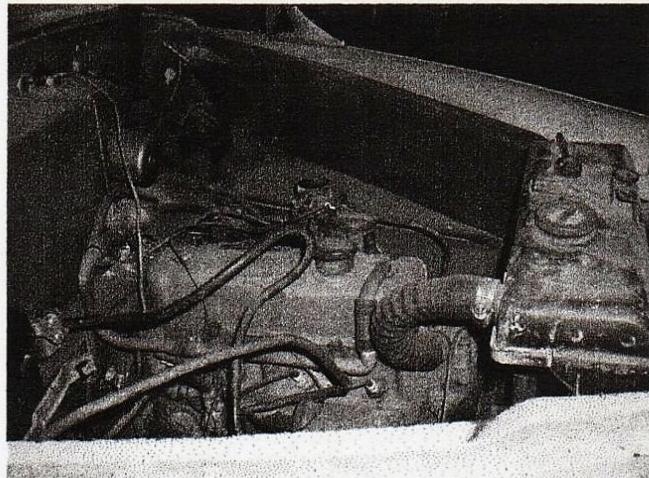
I have located a Triumph Mayflower. It is a 1200T, VIN TT216XX LDL. Someone has removed the top.

Could you give me an estimate of the value, and would the club be interested in purchasing the Mayflower? The car is lefthand drive (for US) and is located in North Georgia, USA.

I have taken several photographs and will try to attach a few to this E-mail. The engine does run.

Thanks, Paul Coffey  
(hickerbuck@yahoo.com)

For logistical reasons it would not be possible for the club to purchase any car from overseas but I expect there must be someone within a few hundred miles or so who would be interested in trying to save this car.—Ed



Letters continued . . .

## Dollar check!

Dear John (Gogay),

Please accept this check for my Mayflower subscriptions. For some reason I thought that I was clear to the end of October, boy was I wrong!

Would you be kind enough to forward my payment to John Oaker. I have made it for \$53 as the dollar continues to slide and I want to be certain that it is enough.

I really appreciate the chance to send my subscription in dollars as £25 was not coming together very well and in my rural area a check in pounds is hard to come by.

I would also like to take this opportunity to thank the club officers for all the work they do on our behalf. I would like to offer my assistance in doing whatever I can do for the club here in the States.

My Mayflower is in the midst of having welding work done. You will no doubt be hearing from me regarding further spares.

*Kind regards Ken Cradler (1042)  
Lawrenceburg, Indiana, USA*

## Help please

Hello,

My name is Louis and I recently bought a 1953 Mayflower. I love the car but it needs a lot of work. I am missing the front grille and many other parts. I need help finding these parts. I'm hoping your club can help. I also have a hood and passenger door if someone is interested. Please contact me.

*Thank you  
izzy1971@netzero.com*

**DON'T FORGET THE  
AGM**

**SUNDAY 16th MARCH  
VILLAGE HOTEL, WASALL**

## New classic web site

Dear Sir or Madam,

My name is Juergen Feye-Hohmann and I am responsible for [www.british-classic.co.uk](http://www.british-classic.co.uk). The idea of this site is to help friends of British classic cars or bikes on the internet. It is not only a list of addresses. It is more than just finding clubs and companies. On [www.british-classic.co.uk](http://www.british-classic.co.uk) you can find help and lots of information and of course, all is absolutely free.

If you are on a trip to the Netherlands and you have trouble with your British classic car, you need help. Everywhere are lots of friends, garages, spare part dealers and specialists but you can't find them! On [www.british-classic.co.uk](http://www.british-classic.co.uk) you can look at the post codes and you can find addresses near you. That way you will find help. Okay, we are at the beginning but when some time has gone we hope it works.

Please click to Tom Roy's index-window. He is a Morris Minor specialist in Battersby. Click on "Routenplaner" down in the right corner, see where he lives.

I'm sure he can help you with some of your technical problems with other British cars. That is our idea what we need is help. Your help, too. Please register now and join us!

*Best regards Juergen Feye-Hohmann  
Tel.: 0049175 8846281  
homepages: [www.feye-hohmann.de](http://www.feye-hohmann.de)  
[www.british-classic.eu](http://www.british-classic.eu)*

## Australian cheque!

Dear John,

Please find enclosed my cheque for my subscriptions for the Mayflower Club, I am using US dollars because sterling (UK currency) is really hard to get. In fact the only place to obtain it is Travelex which is never open when I want it so I hope this will be okay, if not please let me know. The reason I am late with my subs is because (I think) I did not receive the Spring Issue of Flower Power and did not know they were due. I hope this is all okay..

*Regards Ian J. Wilson (1004)  
Clearview, South Australia  
ianjw@chariot.net.au*

Letters

## Mayflower wall clock

Hi John,

Check [www.ebay.com](http://www.ebay.com) and then search Triumph Mayflower and then search or find "Triumph Mayflower Classic Car Wall Clock", I bought one and it's okay for the price. You may want to send the information to all club members.

*Best regards  
Livinastone*



## Manuals available

Hi

I am disposing of some possessions of an elderly relative and I have come across a couple of excellent condition workshop manual type publications. The first is a Service Instruction Manual for the Triumph Mayflower (First Issue) and the other, a much thinner one, is called Body and Underframe Repair Manual. If any of your friends or members are interested in acquiring these items, I would welcome any contact.

Regards Geoff Ashton  
Cheltenham, Gloucestershire  
[geoff@ashtons.plus.com](mailto:geoff@ashtons.plus.com)

## New owner

Hello

I am the new owner of Dennys Wyatts' Mayflower and would like to join the Triumph Mayflowe Club. If possible, please send a entry form to Hans Malischke, Im Gaessli 36, 8162 Steinmaur, Switzerland.

Regards Hans



### GEC Electronics

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Presteigne LD8 2HR  
Telephone: 01544 260110  
Mobile: 07771 636865

E-mail:  
[georgegecsameday@btinternet.com](mailto:georgegecsameday@btinternet.com)

Letters continued . . .

## Ramblings

Hello everyone,

Sorry I have not written for a while. It took the letter from Gonsho Amomoto in Japan in the Summer issue to get me going. It made me think "he is away over there and I'm only a few hundred miles away up north". Well done Gonsho and your handwriting is better than mine!

We folks up here in Scotland did not have such a wet summer as parts of England had. I did have one car show that I intended going to cancelled due to a flooded field but I was still at eight shows with the Mayflower this year. I did about 700 miles with the car during the summer - nothing as epic as Steve and Gavin's run up and down the length of Britain. I was pleased to meet them and run some miles north with Gavin filming Steve and his car as we took turns at passing each other. Well done boys.

I met Ron Skinner from Forfar at some shows. He has a Mayflower again. I also met Forbes Alexander from Edinburgh out with his Flower, it was having fuel pump problems, haven't heard how he got on.

There is a B. Axworthy from Blairgowrie whom I met last year (sorry I cannot remember your first name). He has two lovely Mayflowers, one silver, one black and red. I saw them at Glamis Castle show but never met up with him on the day.

My car is going fine, needs a wee patch of weld to the front offside outrigger for the next MoT.

I have enclosed some photos, B. Axworthy's Mayflower at Glamis Castle show, two of a Mayflower before a race at Standlake arena Oxford on January 7 2007 sent to me by a friend of mine but he does not know anything other than it was there on the day.

Hope the members enjoy my ramblings and the photos if you can use them. Happy New Year to everyone.

Ian Watt (792)



Brian Axworthy's Mayflower at Glamis Castle; above: a Mayflower at Standlake Arena

# MSA Classic Car events - Dates for 2008

Today, International Motor Sports Ltd (IMS), the commercial arm of the Motor Sports Association (MSA), has announced next year's dates for the prestigious MSA Euroclassic event. The announcement was accompanied by the exciting news that the Norwich Union MSA Classic, which proved such a success when reinstated this year, will also return again in 2008.

The MSA Euroclassic, a European tour for classic car owners will return in 2008 for its 16th year. It has always combined challenging roads, excellent sightseeing and motorsport venues. Taking in Norway and Sweden and finishing in Copenhagen, the 2008 event will run from Monday, September 15 to 22.

The revival of the Norwich Union MSA Classic last October saw the original organiser and historic sponsor reunited. After a 10-year break, the response for entries was hugely popular and in less than three weeks all entries had been filled. In 2008 it will run on Sunday, October 12, and once again all routes will converge at the home of British motorsport, Silverstone.

In 2007, the event started from five locations across the country with all routes culminating at Silverstone, where over 600 classic cars completed laps of the legendary Grand Prix circuit. Routes were carefully constructed so participants were able to experience some of the best driving roads in Britain along with amazing scenery. Checkpoints along the way

were carefully planned to provide points of interest for motoring and motorsport enthusiasts alike.

Commenting on the Norwich Union MSA Classic, Tanya Veingard, head of sponsorship at Norwich Union said: "We were delighted to see so many drivers take to the road for the revival of The Norwich Union MSA Classic in October this year. Next year's event promises to be even bigger and better and once again we will be making it easier for classic car enthusiasts up and down the country to drive some of Britain's best routes, finishing at the legendary Silverstone race circuit."

"We are very happy to be able to announce that both the Norwich Union MSA Classic and MSA Euroclassic are going ahead in 2008," explained Andrew Coe, chief executive of IMS.

"The MSA Euroclassic has been running for 15 years, is extremely popular within the classic car community and we intend to keep this annual tradition alive," he continued.

"Likewise, we were overwhelmed by the extremely positive response when we reinstated the Norwich Union MSA Classic this year. It is therefore with pleasure that we continue it next year and hope to also build upon the legacy of this event in years to come."

Further information on both events will be released soon. To keep up to date with both events visit the websites at [www.msaclassic.co.uk](http://www.msaclassic.co.uk) and [www.euro-classic-photos.co.uk](http://www.euro-classic-photos.co.uk).

*For more information, please contact:*

**Zoe Liberty or Richard Postins at Prova on 01926 776900**

## Copy dates

Copy deadlines for the future issues are: April 5, June 5, and September 5. All correspondence should be sent to Phil Benson or e-mailed to Phil or John Gogay, details are on the inside front page.

## CLUB SUBSCRIPTIONS

Your club subscriptions become due on April 1 2008. To help the club run efficiently please send £25 (US\$51 to J. Gogay) as soon as possible to John Oaker

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Spares Secretary

E-mail: [jgogay@aol.com](mailto:jgogay@aol.com)

# Flashing Flower

Hi Phil

Well I have taken your advice and fitted radials to my Mayflower, must say she seems much smoother and more controllable.

I will be sending latest pictures by snail mail as I have not yet mastered this from this magic machine.

They should show door and lower wings with new metal with initial painting. Have fitted flashers front and back as the clowns out here do not notice the amber trafficators popping out of the bodywork.

Have sorted out the drivers seat and will probably do the same to the passenger's.

Very much liked the report from Steve's "epic" run, sorry to here that Cornwall let him down, at least Land's End did and will bring it up at any meeting I go to.

*Kindest Regards Michael Davidson, 1031  
Helston, Cornwall*

# An answer

Dear Phil,

With reference to an article on page 12 of the last *Flower Power* headed "Working with patches". The questions asked by Michael Davidson have probably already been answered but just in case they haven't here goes: The front seats are held down by bolts which are screwed into captive nuts, the cages of which are welded to the underside of the floor.

As the nuts and bolts are usually rusted together, when attempting to loosen the bolt from inside the nut turns also and stretches the cage holding the nut. To overcome this it is necessary to spray the nut with WD40 and then clamp the cage tightly against the nut from underneath with a pair of mole grips.

Providing the cage is fairly sound the bolt should gently undo from inside the car. It worked for me anyway.

I have had radials fitted and they seem to run perfectly Okay. Hope you can pass this message on and that it may prove helpful.

*Kind regards, Derek Pragnell (599)*



# Classic Car Sills

Parts for the Triumph Mayflower



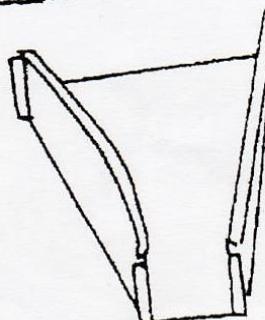
SILL £20.00



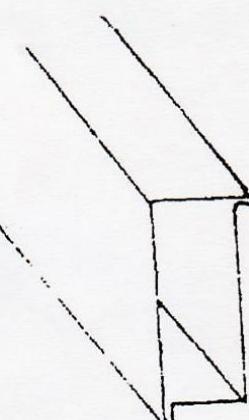
FRONT  
APRON £45.00



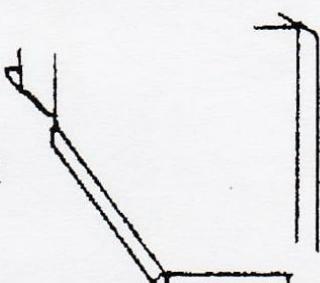
INNER  
SILL £6.00



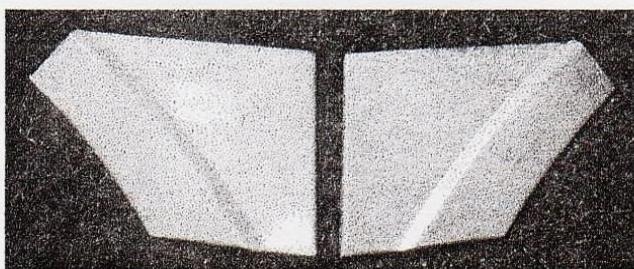
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